

GOVERNMENT BACTERIOLOGIST
FOR HONGKONG.

Dr. William Hunter, of Aberdeen, has, according to a home contemporary, been appointed as Government bacteriologist to this Colony. Dr. Hunter, who is the eldest son of the late Rev. William Hunter, minister of Macduff, is but 26 years of age, and has had a most distinguished career, says the journal from which we are quoting. He received his early education at Macduff Public School and Milne's Institution, Fochabers. Graduating M.B., C.M., at Aberdeen University in 1896 with academic honours, Dr. Hunter, during his undergraduate career, received honours certificates in all his classes, and was medallist in pathology, and bacteriology, physiology, histology, surgery, *Bacteria Medica*, forensic medicine, and biology. He was awarded the James Anderson Medal and Scholarship for clinical medicine and gained the John Murray Medal and Scholarship, which is awarded to the most distinguished graduate of the year. For a time he acted as junior assistant to Professor Hamilton, but in 1897 received the George Thompson Travelling Fellowship, and proceeded to the Continent, where he studied in the medical schools of Leipzig and Berlin, under such men as Professors Birch-Hirschfeld, Flechsig, Hertwig, Langerhans, and Virchow. Returning to Britain, Dr. Hunter went to London, where he acted as clinical assistant to Professor Ferrier, and pursued his research work under the latter and Dr. W. Aldren Turner. In July, 1899, he received the appointment of assistant bacteriologist to the London Hospital, under Dr. William Bulloch, which he has since held. During his stay in London, Dr. Hunter has compiled a number of important contributions to medical literature. Among his certificates, or contemporary records, are those of Professor Ferrier, King's College London; Professor R. W. Reid, F.R.C.S.; Professor Cash, F.R.C.S.; Dr. G. Lenthal Cheate, F.R.C.S., late consulting surgeon to H.M. Forces in South Africa; Dr. Leonard Hill, F.R.S., Hunterian Professor, Royal College of Surgeons; Dr. W. Aldren Turner, King's College, London; Dr. William Bulloch, London, and others.

Dr. Hunter was expected to leave home about the middle of the current month for Hongkong.

PIRACY ON THE WEST RIVER.

A BRITISH VESSEL SEIZED.
PIRATES TAKE HOSTAGES.

(From our own Correspondent.)
SAMSHUI, January 20th.
The steam launch *Hong Fat*, flying the British flag and plying between Dosing and Sainan, on the West River, was coming down towards Sianan on the nineteenth instant towing a passenger boat. The vessel stopped at the native Customs Station above Shihing to report and proceeded on her way. Just as she was leaving Wong Kong, twelve pirates, who had come on board the passenger boat at one of the stopping places, commenced to go through the passengers' luggage and rob them. The passengers raised a great shout and attracted the attention of a guard boat which happened to be near at the time. The guard boat came alongside and her crew boarded the passenger boat, seizing six of the pirates. The remaining six promptly sprang on board the *Hong Fat* and, overpowering her crew, made off with the vessel, working the engines themselves. They ran down to the entrance of the Shihing Gorge and there went ashore, leaving the launch in charge of her crew. The pirates, however, took away two of the crew of the launch with them as hostages, telling the master of the launch that they would be treated similarly to the captured pirates and executed if their friends were beheaded. The pirates then marched off and took refuge in the hills. On arrival at Samsui the master of the *Hong Fat* reported the matter to the Customs Authorities.

The *Robin* and *Sandiper* are at present lying at Canton and there are no foreign gunboats whatever on the West River.

AT THE MAGISTRACY.

January 22nd.
A PRIVATE ARSENAL.
Chan Shing Yuk, master of a junk, decided to defend his good ship against pirates, so he armed her with 3 muskets, a pistol, and a large knife. He laid in a supply of ammunition, a couple of flasks of powder, some caps etc. Unfortunately for him, he neglected to secure a permit to carry same and was arrested and compelled to pay a fine of \$5. His firearms and ammunition were held by the police as spoils of war.

GAME NOT PROFITABLE.

Lai Leung, thought that he would add to his depleted exchequer, by running a gambling game on board the launch *Mong Kut*. His game was raided and he was taken into custody and sentenced to pay a fine of \$25 or one month's imprisonment. Evidently the game was not profitable, or it was nipped in the bud before his profits began to accumulate, as he took the one month, not having \$25.

FORGOT TO RETURN.

John Smith, engineer on the *Tamba Maru*, was arrested yesterday for being drunk on the public street and deposited \$5. bail to secure his appearance in Court this morning. Either he thought \$5. was cheap for the fun he had, or he forgot his engagement with the Magistrate this morning, because he forfeited his bail by not appearing.

MESSRS. COTTAM & CO. for DRESS SHIRTS, TIES and WHITE KID GLOVES.

A CHINESE CONTRACTOR
FINED \$300.

A case was concluded to-day before Mr. J. H. Kemp, in which Im Chan Ki, was sentenced to pay fines aggregating \$300, for infractions of the rules of the P.W.D., in commencing work on a building without a permit, defective plans, building without filing a plan with the P.W.D., etc., five charges in all. Mr. Crisp, of the P.W.D., testified as follows:—"On the 11th inst., plans drawn by Messrs. Rose & Massden, architects, for certain alterations to buildings 27, and 29, Wing Lok St., were filed at the P.W.D. office, and application for permit to make such alterations, signed by the Defendant, accompanied the plans. Mr. Tooker returned the plan to Messrs. Rose and Massden, saying that he must be satisfied that the walls were in a sound condition. They replied, 'The walls are in a sound condition and everything about the building is in accordance with the Building Ordinance.' Mr. Tooker then asked me to inspect the building, and to my surprise I found that they had already commenced work without permission and had cut through the party walls. The broken brickwork revealed its condition and that the whole building was composed of soft blue brick. A kitchen and Chinese cook hearth, weighing some hundred-weights, had been erected on an old flat with rotten timbers underneath. I do not know if you can understand from the plans I present herewith, as they are very incorrectly drawn. Although I only received the plans on January 11th, the work must have been commenced in the latter part of December."

On further questioning by the Magistrate, Mr. Crisp testified that he understood Im Chan Ki was the owner or lessee of the premises and acted as his own contractor.

Owing to the gravity of the offense, the Magistrate fined him \$100, on the first charge of beginning work without a permit, and 50 on each of the other four charges, in all \$300.

TIENTSIN DAY BY DAY.

(From Our Own Correspondent.)

TIENTSIN, January 6th.
The unexpected has happened after all and the Court is almost at the gates of Peking! To-morrow the final stage of the return journey will be taken, the Court leaving Peking early in the day and reaching Peking about noon.

We do not know yet how the Empress Dowager has enjoyed her first railway journey, but one can easily imagine that she has taken a keen interest in the novelty. Some Missionaries who were at Chengte-fu and stood close to a bridge over, which the procession passed describe the Emperor as being quite listless and inattentive to everything around him, while the Dowager was keenly on the alert, spotted the foreigners at once and returned their salutations with bows and smiles. They report the people being very polite and friendly.

Imperial Edicts issued on the 22nd of the 11 moon, or January 2nd, run:—

"The trouble caused by the Boxer outbreak last year was due to the mistakes made by ourselves in selecting unsuitable officials, and the Empress Dowager and I had to leave Peking and hasten to Hsian, experiencing great trouble in consequence. It is through the kind intervention of the Spirits of our Ancestors that we are now enabled to return to Peking. After my return on the 28th, my first duty will be to visit the Fengshien Temple and the Huan Temple, also Tai Miao, and I will offer sacrifices at the Temple of Heaven and Earth and all other places where sacrifices should be offered and on dates specially chosen. I will also delegate special officers to sacrifice at the shrines East and West of Peking."

Edict, 22nd, 11th moon.

"By order of the Empress Dowager I make known that it is now more than a year since we left the Capital and no sacrifices have been offered during our absence, as an Edict was issued to stop all sacrifices at the Temples of Heaven and Earth, Sun and Moon, and the Eastern and Western shrines, which will be offered by me personally in the spring, attended by only such retinue as is absolutely necessary. I shall in future frequently visit my people in the country around Peking, regardless of the troubles of travel, and thus follow in the footsteps of my predecessors Kang Shi and Cheng Lu. I shall thus get to know my people, and I will travel with only a small attendance so as to save expense to my people."

Edict, 22nd, 11th moon.

"By the Empress Dowager. The trouble caused last year by the Boxers was largely my own fault, and the country was thrown into a serious condition. By the intervention of our Ancestors peace is restored, and we look back on past events with horror and dread. We must now concern our minds with the future prosperity and welfare of the country and not think of our own ease and enjoyment. The Treasury is empty and the people in Shensi have suffered severely from famine, while those in the South have experienced floods. Our first duty now is to economise and spend nothing unnecessary, except for such important purposes as the repair of the Temple of Heaven. Other places must be repaired as opportunity offers."

Edict, 22nd, 11th moon.

"By order of the Empress Dowager. As we have now made friends with the Powers and are now returning to Peking, it is proper that the Foreign Ministers should be received by us at an early date, and must be received in the Chien Ching Kung. The wives of the Ministers will also be received by the Empress Dowager in the Ming Shu Kung on some date which shall be hereafter decided."

Edict, 22nd, 11th moon.

Another Missionary known as Peng, is reported to have died from the attack made at

MESSRS. COTTAM & CO. for the FAVORITE STRAW HAT. Also TAN KID GLOVES.

Ping Ho and four of the murderers have been caught already, and they are ordered to be immediately executed and the others must be captured at once."

Prince Su is reported to be the official selected to go to England next year for the coronation, and Li Hung Chang's nephew will accompany him.

Yuan Shi Kai and Prince Ching have the curious idea that if Tientsin City is not handed over voluntarily, the Powers can be induced to vacate by a lump sum down. Unfortunately, though, the native papers are full of confident assertions about the city being handed over in a few days, the Provisional Government are making new arrangements which do not seem to indicate that there is expectation of an early move.

Yuan Shi-kai has received the Emperor's seal from the Japanese, who had secured possession of it. He and Governor Shew of Shanse have been granted the privilege of wearing Yellow Jackets and riding on horseback in the Forbidden City.

January 7th.

It's all over, even, to the shouting! At 1.30 to-day the Court actually did enter Peking. The Emperor first, by the Chien Men or front gate, the Dowager by the West gate some hour later, where the Emperor met her as in duty bound. It was not much of a sight as a procession, and as for order probably boasted little more than the exit of eighteen months ago, differing mainly in point of speed, though it is true there were neither yellow silk chairs or banners then. Coolies, outriders, eunuchs and officials seemed to jostle each other in hideous confusion, I am told, and a terrific duststorm, which blew throughout the day, did not enhance the scenic effect, or the comfort of any concerned. It is stated that the Foreign Ministers did not adhere to their first intention to meet the Court at Machiao, where the Imperial party alighted from the train, and if they were present at all it must have been at the Chien Men. It is to be hoped however, they upheld their dignity by remaining at home.

The Chien Men was cunningly decorated with a huge frame tower, red-draped, which concealed in some measure the damage done by fire in 1900, which entirely destroyed the superstructure held sacred. Screens were put up on either side to conceal as far as possible the presence of the French and British railway termini, but the Temple of Heaven station still demonstrated its existence and refused to blush unseen, or in fact blush at all. All foreign troops were confined to barracks, but a goodly number of civilians crowned the walls on either side of the Chien Men, and cameras were much in evidence. There must have been hundreds of snapshots of the entry. The Emperor and Dowager alighted near the temple of Heaven to worship at the shrine of the God of War, and took that opportunity to return the salutations of the officials and people by bowing three times. The Dowager is said to have been so well made up that her face looked young and smooth, like that of a woman in her prime, though there was no apparent use of rouge and power. The Emperor is variously described as jibbering looking, and orthodoxly dignified. His self-restrained bearing might be ascribed to either.

January 9th.

Since the Court entered the Vermilion City, and the last of the silk umbrellas and fluttering banners was lost to view, nothing has apparently transpired. Within a couple of hours all the decorations are said to have disappeared as by magic from the royal route, and only the usual torn paper windows and fragments of decoration and paper in the road remain to indicate that the unusual had taken place. No Edicts have been issued as yet, but one may expect a batch very shortly.

At Chungtingfu the Magistrate and Prefect went to visit the Eunuch Li, and him they found greatly enraged at the insufficiency of the perquisites reserved for him, and the luckless officials were promptly locked up. Yuan Shikai, hearing of their difficulty, went to their rescue, and could only secure their liberty by undertaking that they should between themselves Li with several hundred thousand taels. He received Tls 500,000 between Tschow and Chungting, and Tls 70,000 from the Governor of Hon-an. What a hopeless prospect lies in such a state of affairs openly existing!

Tung Fu-hsing's troops appear to have acted, as part of the Imperial escort from Kansuh, as we read in the native accounts, that "at Chengtefu, the military escort from Kansuh was sent back?" These men must have been Tung's, as he is the commander of all the Kansuh and Shansi forces, and the Dowager evidently did not care about them being seen. The Viceroys Chang and Liu together with Viceroy Yuan Shi Kai have sent in a memorial asking that Tung be put to death, but it is hardly likely the demand will be granted. Even if it were, Tung would have to be caught first, and he is much too fly for that.

The Belgian engineer in charge at Chingtingfu is stated to have been decorated with a star of the 3rd order by the Court, when they boarded the train.

It is stated in Tientsin that the Ministers have agreed to hand over certain of the outlying districts of Tientsin in April, but the City itself will be retained by the Provisional Government. This seems likely to be true.

One of the best results of the Boxer outbreak is the enormous number of schools being started in the capital and elsewhere. About twenty schools of all kinds and for all languages have been opened in Peking, where only some half dozen existed before, but there is room for greater freedom yet. The industrial school, started by one of the high officials and which promised well and had its own organ, is already got into difficulties and the paper has been stopped.

MESSRS. COTTAM & CO. for the LATEST STYLES in DRESS & CO'S FINE HATS.

Entertainments.

HONGKONG BENEVOLENT SOCIETY.

A SUBSCRIPTION DANCE in aid of the above SOCIETY will be held in the CITY HALL, on JANUARY 24TH, 1902, at 9.30 P.M.

TICKETS \$5 each.
Tickets may be had from Mrs. FORBES, East Point, or from Members of the Committee of the Society.
Hongkong, 19th December, 1901.

PROMENADE CONCERTS.

MONDAY and TUESDAY,
3rd and 4th February,
CITY HALL,
9 P.M.

ORCHESTRA 120.
Band 22nd Bombay Infantry.
Bagpipes H. K. and S. Battalion.
(Ladies and Gentlemen of Hongkong will kindly assist).

Booking at ROBINSON PIANO CO.
Dress Circle \$2.
Promenade 1.
Conductor J. H. MOIR,
H.M., R.W.F.
Hongkong, 17th January, 1902. [76d]

Intimations.

THE WEST POINT BUILDING CO.,
LIMITED.

NOTICE is hereby given that the THIRTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, TO-MORROW, the 23rd January, 1902, at 11.45 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1901.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 14th instant, to THURSDAY, the 23rd instant, (both Days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary to the Hongkong Land Investment and Agency Co. Ltd.
General Agents for The West Point Building Company, Limited.
Hongkong, 22nd January, 1902. [22d]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the FOURTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, TO-MORROW, the 23rd January, 1902, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1901.

The REGISTER of SHARES will be CLOSED from TUESDAY, the 14th instant, to THURSDAY, the 23rd instant, (both Days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary.
Hongkong, 22nd January, 1902. [21d]

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

THE SIXTEENTH ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, on MONDAY, the 27th January, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both Days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 14th January, 1902. [66d]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FIRST ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 4th February, at 12 o'clock, NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd January, to 4th February, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 14th January, 1902. [66d]

NOTICE.

IN view of the intimate connection between PLAGUE and RATS, the Sanitary Board invite the attention of Householders to the fact that RAT-CATCHERS supplied with the necessary TRAPS, &c., will be sent to any Domestic Building which is infested with Rats upon application to the MEDICAL OFFICER OF HEALTH.

By Order,
G. A. WOODCOCK,
Secretary,
Sanitary Board
Hongkong, 28th December, 1901. [32d]

WANTED FOR THE CIVIL MEDICAL DEPARTMENT.

A EUROPEAN WARDMASTER, Single and of good Character.

Particulars as to Salary, Duties, &c. Apply to the Principal Civil Medical Officer before the 25th instant.

Hongkong, 17th January, 1902. [80d]

WANTED.

THERE is a VACANCY for a EUROPEAN PROBATIONER NURSE, at the Government Civil Hospital.

Age not under 20 years.
For full Particulars apply to the Matron Government Civil Hospital before the 25th instant.
Hongkong, 17th January, 1902. [79d]

Intimations.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

RAINIER BEER

to all others—the whole world has it and likes it.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901. [19]

INCANDESCENT GAS LIGHT.

consumers is drawn to the fact that the Undersigned, being Sole Agents for
DR AUER VON WELSBACH Co., VIENNA,
THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!
KRUSE & Co., CONNAUGHT HOUSE.

W. BREWER & Co.

JUST LANDED.
Whitakers' ALMANACK 1902.
Complete Edition \$1.75
Paper Edition 70
Strand Magazine; New Vol. 4.00
Pearsons Magazine; New Vol. 4.00
John Chinaman, by E. H. Parker 5.50
Hongkong, 20th January, 1902. [34d]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,
Next Door Messrs. LANE, CRAWFORD & Co.
Hongkong, 20th November, 1901. [1256c]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 20th January, 1902. [733c]

PETER SYS' WONDERFUL SPECIFIC.

The only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION OF THE BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [21]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS
FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box.

Prepared only by the Proprietor: THOMAS BEECHAM, St. Helens, Engdand. SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA: WATKINS, LIMITED, 40, THE ARCADE, 50, Queen's Road Central, Hongkong.

Insurance.

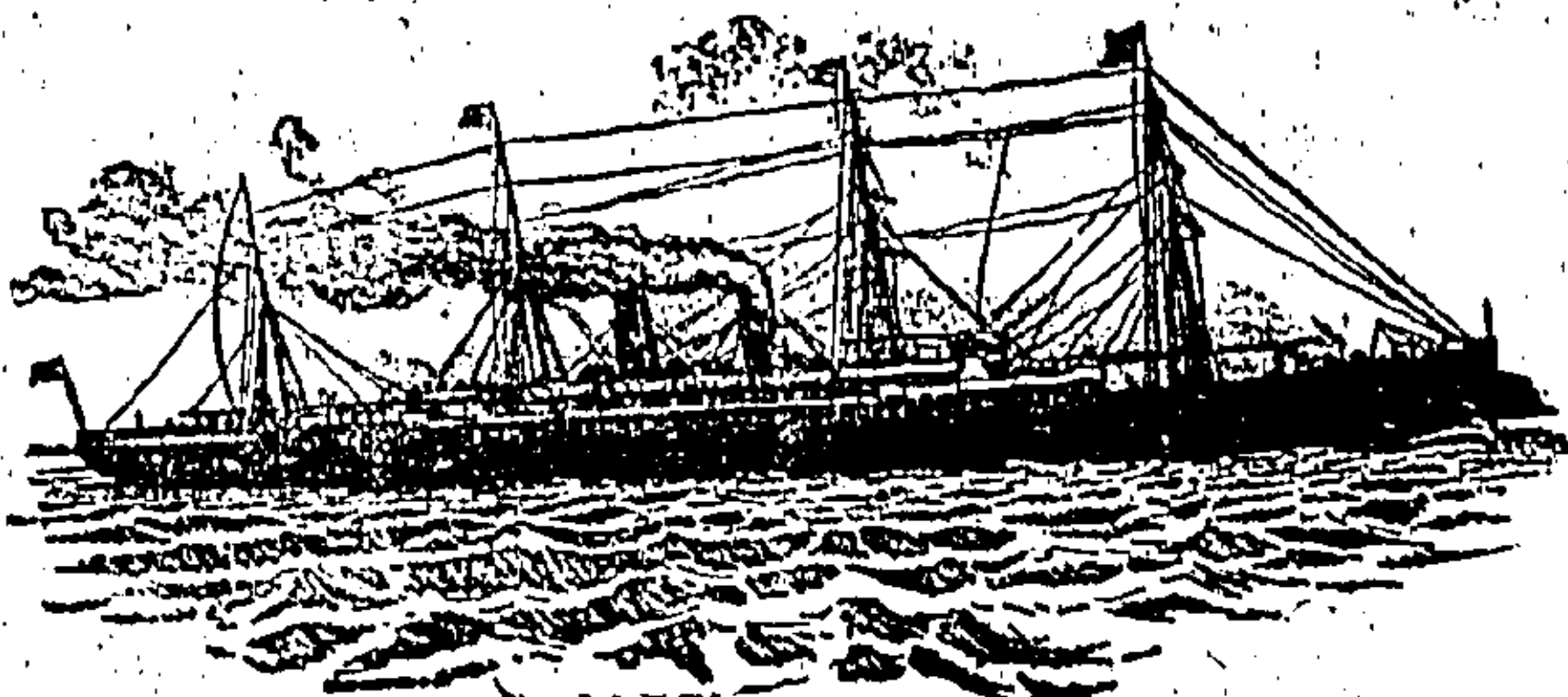
NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1895. [15]

Masonic.
VICTORIA PRECEPTORY.
A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on MONDAY, the 27th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, 21st January, 1902. [92d]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 25th January, at Noon.
"COPIPO"	TUESDAY, 4th February, at Noon.
"AMERICA MARU"	TUESDAY, 11th February, at Noon.
"CITY OF PEKING"	TUESDAY, 18th February, at Noon.
"GAELIC"	FRIDAY, 28th February, at Noon.
"HONGKONG MARU"	SATURDAY, 8th March, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at NOON, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4, in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Navy, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage. Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

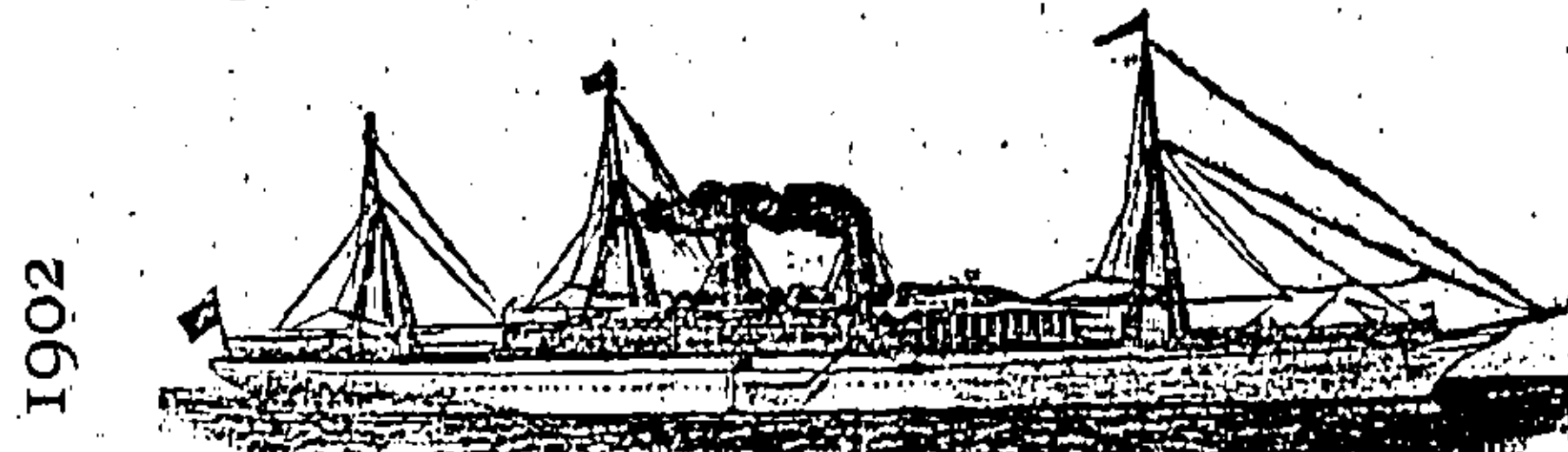
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 18th January, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

TARTAR	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 29th January.
EMPEROR OF INDIA	Comdr. G. P. Marshall, R.N.R.	WEDNESDAY, 12th February.
ATHENIAN	Comdr. H. Mowat	WEDNESDAY, 26th February.
EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 12th March.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 22nd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, leaving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATE. First class only granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS at this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to
D. E. BROWN, General Agent,
Pedder's Street, Hongkong.

Hongkong, 15th January, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OCEANISCHE FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	28th Jan. Freight.
AMBA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	12th Feb. Freight.
C. FERD LAEISZ	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th Feb. Freight.
Fuchs	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	15th Mar. Freight.
ANDALUSIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	27th Mar. Freight and Passengers.
KONIGSBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th April. Freight.
BAMBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	
Zurhosen		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 22nd January, 1902.

UNCLAIMED LETTERS AT THE
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Atkinson, J. I.
Anelino, Miss L.
Assumpcao, J. M.
Anderson, J. W.
A. L. M.
Art, Hon. Albert von
Abba, H. M.
Ahmed, A. J.
Anderson, Mrs. A. J.
Arzer, Fuan
Ah Fook
Allamki, Sate
Abdullahen, Abdulla
hoi
Allison, Miss Mary
Alexander, M. R.
Adamsen, Mrs. Hans
Ah Fook
Allahditta Khan
Abdul Hasan
Ahversing, Mr.
Brown, Rev. A. J.
Bruce, Mrs.
Bellisle, L. J.
Buno, Col. Pelham
Brutter, R. H.
Baker, Mrs. N.
Benson, F.
Burke, F. C.
Barter, E. G.
Bauer, Henry
Beech, K.
Bishen Singh
Banina, E. E.
Bouquet, E.
Burrow, B. F.
Browning, S. J.
Barnett, W. E.
Blochus, Vic.
Bruce, A. M.
Brown, F. W.
Brand, S.
Brown, Geo. W.
Brathwaite, Geo.
Barnett, W. E.
Brown, Miss K.
Bennett, Mrs. I. E.
Bell, Jack
Bergerouski, C.
Bishop, W. C.
Bernard, F.
Bishan Singh
Bela Singh
Babonneau, M.
Baboo C. Malai
Birdsall, C. H.
Black, G.
Colburn, Geo.
Carter, Miss
Clausen, Madame
Catt, V. Leon
Coad, Miss E.
Calder, Miss M.
Coles, Mrs. M.
Centeno, Leonardo
Cuffage, Capt. W. A.
Cusker, P. J.
Callado, J.
Cowdin, J. R.
Chishalm, J. T.
Clark, Miss A.
Cocheque, J. H.
Conscience, Chir.
Cory, A. E.
Candler, Thomas
Chalmers, Miss
Claxton, Miss
Crosby, F.
Chuvartz, Miss A.
Chapman
Crumse, Miss
Cooper, Miss A. B.
Chatterton, Chas
Ching Capt.
Carboni, Mrs. F.
Catala, Mariano
Conry, Mrs.
Christie, J.
Choppard, A.
Concepcion, D. V.
Cowpet, Miss L.
Carvalho, J. de
Carledge, W.
Calder, Capt. A. S.
Crowl, A. L.
Cary, W. F.
Closs, A.
Craber, A. E., R.E.
Davies, E.
Dodd, Capt. Chas. Henry
Dilworth, Mrs. Aron
Dennis, Miss
Duncan, J. or P.
Davis, Mr.
Duncan, Miss
Dridale, Miss
Duff, A.
Dulton, H. F.
Dionicio, Leoncio
Dawson, J. P.
Docking, R. M.
Dunn, J. I.
Drury, J. Miss
Downes, B.
Duran, Mrs. H.
Davies, Miss A.
Dillon James
Einstein, Joseph
Earle, J. C.
Ewing, Tsau
Earle, J. W.
Evans, E. E.
Elliott, Mrs.
Flying Jordans Circus
Fogarty, Benigno
Fremont, Alfred
Farria, Miss B. L. de
Finch, R.
Fraser, Mrs.
Frey, Fritz
Fracke, G.
Fuster, Capt. W. L.
Falkner, Dr. A. C.
Faca, Juan
Framj, James
Vustiegra
Farrell, N. A.
Francisco, Siquor
Felix, William
Fey, F. de la
Fester, J. S.
Fenton, C.
Foy, Francis
Fisher, Emil
Feres & Co., Silva
Finleyson, Mrs.
Fisher, J. W.
Gaffney, A. E.
Garcia, Mario
Guy, Rev. P. J.
Goolan, H. I. M.
Gool, J. Van Der
Groot, A. de
Grego, J.
Guigard, Theo.
Glover, Mrs.
Gubbay, Nahom
Graham, M. J.
Gray, Miss
Gilbert, Miss S.
Graham, W. L.
Gonzalez, F.

Zisbel, M. A.
Nattoe
Nelson, Mrs. W.
Nick, Mr.
Naladanos & Co., F. P.
Orion, Mont. F.
O'Rourke, I.
Okemison, Miss Q. S.
Olivier & Co., Mrs.
Ogston, I.
Oh Ito Sama
Osborn, Edward
O'Brien, Mrs. E.
O'Brien, Mrs. C.
Offman, H.
Omaga, Juan
Perna, D. S.
Palacios, Nicolas
Peterson, Miss
Poggiali, E.
Pigott, F. T.
Ponvea, Carlos.
Pereira, I.
Plummer, F. R.
Pasi, Ugo
Perabois, M.
Papple, F.
Pedersen, O.
Rukan Din
Rama Kadir
Richards, Mr. J.
Robb, A. I.
Rosin, L.
Rosa, E. da
Rowe, W. O.
Richard, F. X.
Rebel, W. R.
Remedios, F. M.
Rala Singh
Rustam, Khan
Roslington, G.
Rudd, F. R.
Russett, J. M. A.
Robertson, Jas.
Reynolds, J.
Rainy, D. L.
Ramada, S. S.
Rozario, F. do
Rocha, A. da
Richard, J.
Ryley, R. G.
Robinson & Co., G.
Ross, Andrew
Reid, J. G.
Rivers, M.
Robinson, Mrs. N.
Remedios, M. E.
Semito
Sheehan, C.
Simpson, R. M.
Sweet, Miss S. M.
Steele, F. M.
Savage, W. Y.
Symonds, Miss D.
Stewart, Mrs.
Stokes, A. C.
Stowell, E. C.
Simpson, W.
Simons, A.
Sidney
Sampson, Miss
Stevenson, J. J.
Stewart, John
Sondard, Dass
Simonsen, R.
Swanney, John
Stetson, D.
Stephen, Mrs. James
Stewart, A.
Schmellischeck, F.
Simpson, Dr. M. J.
Stokes, C. G.
Sindle, Ralph

List of Registered Covers for Merchant Ships.

S.S. Ailsa Craig.....Shalk Omar Bosen.
" Ailsa Craig.....C. Ashker.
" Aker.....Ch. T. Hanson.
" Albario.....H. Waddingham.
" Alwanshan.....P. J. Buchanan.
" Alwanshan.....J. W. Holland.
" Alwanshan.....Frank Riley.
" Alwanshan.....A. Aumentado.
" Alwanshan.....H. Wochatz.
" Alwanshan.....Capt. Zindel.
" Alwanshan.....R. F. Hendricksen.
" Alwanshan.....J. Nelson.
" Alwanshan.....Goh Choon Hong.
" Alwanshan.....Sofer Ali Sarang.
" Alwanshan.....L. Avin.
" Alwanshan.....L. Avise.
" Alwanshan.....C. Kumpel.
" Alwanshan.....L. Brandt.
" Alwanshan.....G. Blasted.
" Alwanshan.....C. E. Santy.
" Alwanshan.....I. G. Connor.
" Alwanshan.....I. G. Connor.
" Alwanshan.....Fakir Mohamed Tandel.
" Alwanshan.....C. J. Pirie.
" Alwanshan.....Frank Perry.
" Alwanshan.....Capt. R. B. Munro.
" Alwanshan.....T. J. Priest.
" Alwanshan.....J. Winter.
" Alwanshan.....J. F. Priest.
" Alwanshan.....Leop. Pining.
" Alwanshan.....A. Nene.
" Alwanshan.....C. F. Marriner.
" Alwanshan.....Rhim Box.
" Alwanshan.....Capt. L. Dawson.
" Alwanshan.....James Crowlie.
" Alwanshan.....James Crowlie.
" Alwanshan.....F. Northcombe.

List of unclaimed Telegrams lying in the
Joint Telegraph Companies Offices
at Hongkong.

Alcobia Luimokuen Chop
Allen, A. C. Chintyehin, Voon-
Ames ham Street
Arab Melchers (2 telegrams)
Changningtuck Neilson
Chunlai Princeton
Daibing Rice
Drayton (2 telegrams) Siva
Garritus Sperry
Gontoclaan Sushingyung
Heongsongcheong Tungkee
Hunghang Venidero
Kongthai Williams
Kwongshimchong Yunchong
0735, 5394

CONFUCIANISM IN DANGER.

AN INTERESTING ARTICLE.

The *Universal Gazette* discusses the founding of Colleges by Westerners in various places. A Kingdom without independence cannot stand. Such is an unquestioned principle, admitted alike in ancient as well as modern times. Of late years, we Chinese have silently observed the steady advance of Europe eastward. We behold her gradually insinuating herself into our bosoms, now obtaining a bit of our patrimony, and again some point of vantage like the Customs, etc. This is largely owing to the fact that our officials are always wise after the event. Not a soul among them has ever thought out a knotty problem of international politics, until after China had lost her case.

WHERE ARE THE MEN OF FORTHRIGHTNESS?

They are conspicuous by their absence. They are all like the man at chess who sees his mistake after he has made his move when it is too late to recall it, instead of calculating the results of his move in advance. Our statesmen are some-ol' always second in the race. Then it is a chorus of "Oh if only, etc." But it is too late, goodbye to another grand chance. Hence we have plenty of rascals who, seeing that their own officials care not a fig for the protection of their Nationals in trade, hang out foreign signboards, or enter the foreign religion. They expect that as converts they will receive distinguished attention from officials who would not deign to look at them, as ordinary citizens.

THE SOOCHOW COLLEGE.

We note that a certain Dr. Pal Lowen has collected a vast sum of money to build a college at Soochow. When collecting the money in America, he told the people that unless the College were opened, it would be impossible to alter the conservatism of the people. At the same time the Chinese were not all barbarians and some subscriptions might be got out of Soochow gentry and merchants, so he offered to raise in the proportion of ten from the Americans to one from the Chinese. Ten thousand was subscribed by the Chinese when the Boxer outbreak put a temporary stop to the enterprise. But now peace is restored, and the College is now going forward.

THE SPECTACLE AFFORDED BY THESE ENERGETIC MISSIONARIES.

is very instructive. We cannot but thank them for all their labour and for all money they freely expend on educational institutions for our benefit.

BUT THERE IS ANOTHER SIDE.

Every such institution is a standing reproach to us. Why do we not educate our own people, instead of depending on the charity and philanthropy of other nations? Suppose I have a son whom I refuse to educate, until some outsider comes along and takes him off to his school: is such conduct creditable to me as a father? We know not. We are perfectly able financially to do all the foreigner offers to do for us. Surely we ought to blush at the thought of the pauper position in which we have placed ourselves as a nation. Alas, a nation that depends on other nations to educate its sons is no longer worthy of the name. Strike it off the list of nations, and write it down—a pauper!

But more deplorable still, the students of such schools will naturally learn to like the foreign systems, and correspondingly dislike the institutions of their native land. And scholars are ever the leaders of the other classes in the State. Hence it is easy to see, whether scholars educated in foreign schools will by and by lead all who come under their influence.

EVERY GRADUATE WILL BE ANOTHER CHINESE.

added to the already rapidly increasing number of those who forget their origin. Thus the Imperial prerogative of education, and examination and granting of degrees will be interfered

with. What lover of his country can view such things with equanimity?

When China was in darkness, we gladly welcomed these foreign schools; that they might open the way to a wiser system of education. But now things are different. The Emperor has ordered the establishment of schools and colleges in every province. Let it be done, and we hope it will be done. We will then have national schools under our own government auspices. We will no longer be paupers receiving doles from Western nations. And so we say, the time has come to dispend with these schools under foreign auspices. Yet we must admit that the rosy picture we have drawn is in

NO HURRY TO BE REALIZED.

Over three months have passed and our great men have scarcely stirred a finger to open the Schools and Colleges promised us in the Edict, and lo, the foreigner avails himself of this slothful neglect, and plants his College with great eclat. Our governors order the sign boards over the doors of the effate Shuyuan, to be changed to "Schools," and then sink back exhausted with their efforts at educational reform! Come, wake up! What do you mean by allowing the foreigners to get in ahead of you with their Colleges? Notwithstanding indolence, there is money in the country for this purpose and it is a pressing duty to secure it, and carry out the Edicts from the provincial Colleges down to the meanest village. Only thus will the religion of Confucius be established on firm foundations. Otherwise we cannot tell whether men's hearts will be seduced.—*Shanghai Mercury*.

THE DEMOLITION OF THE FORTS.

Few have an adequate notion of the magnitude of the work now going on in demolishing the Pei Yang forts in Chih-li. Something like sixty million cubic feet of earth, involving a weight of over three million tons, have to be removed to a considerable distance. The state of the work at present is, roughly speaking, as follows:—the six camps at Sin-ho, involving 700,000 c. ft., are finished; the Taku forts and magazines, involving 20,000,000 c. ft., are half done; the five forts and magazine-camp at Pei-tang, involving 10,000,000 c. ft., are about one third finished; at Lutai some 30 small camps involving 4,000,000 c. ft. have progressed to the extent of one fourth; at Shan Hai Kwan, five forts involving 17,500,000 c. ft., are just begun; and at Hsin-Cheng, works involving some 10,000,000 c. ft. are not yet begun on account of the dilatoriness of the native contractor who purchased the brick facing; this man has not removed his property. Summing up in a rough and ready manner, about one third of the whole may be said to have been accomplished.

The camps as a rule consist wholly of earth and offer few difficulties. The forts however are a stiffer job, as the gun emplacements are of really excellent cement, and the walls possess a tough skin of rammed lime and earth, which has to be removed before the navvies can get at the softer material inside.

Casual inspection of the work in hand is very deceiving; we were completely taken in by the North-west fort at Taku; from the outside the forts have much of their former appearance because the outer scarp and rampart are left standing, but in truth all the massive earthworks in the interior have been levelled. A six-foot wall of earth is left as a wind screen for the troops still there on guard. Again, the heavy protection of the casemates is now reduced to a mere shell or skin.

The conditions of the demolition were that the forts were to be razed to the ground; rightly or wrongly this was held to preclude the demolition by the more ready means of explosives, and as a matter of fact, explosives have been only used to loosen the hard cement above referred to. No doubt the presence of troops in all, or nearly all, the forts and camps has been an additional reason for working by pick and shovel rather than dynamite.

The work pertains chiefly to the Tientsin Provisional Government; a British Engineer officer was detailed to assist this body and to bring technical skill to bear on the matter. Some 10,000 men are now engaged on the work, which, it is expected, will be finished before the ensuing summer.—*Peking and Tientsin Times*.

THE TREATY REVISION.

The *Universal Gazette* states the items now under negotiation between Sir James L. Mackay and Sheng Kuangpao are as follows:—

- 1.—Import Tariff.
- 2.—Export.
- 3.—Railways.
- 4.—Inland Navigation Rules.
- 5.—Re Foreigners residing inland for long terms to investigate commercial affairs.
- 6.—Abolition of 'Likin'.
- 7.—The reform of the Mixed Court.
- 8.—The question of establishing a silver currency and new monetary system in China.
- 9.—The new regulations governing Chinese capital in Foreign companies.
- 10.—The increase of the Bonded Warehouse System.
- 11.—New Re-export Regulations.
- 12.—The Half-duty system.
- 13.—A Bureau to settle disputes between foreign merchants and the I.C.M. Customs.

It is also said that so far the points now under negotiation between Sir James Mackay and Sheng Kuangpao relate solely to the commercial treaty, the tariff question will be taken up after the commissioners of the other Powers arrive here.

Sir James Mackay has sent in a to Sheng Kuangpao his views regarding the negotiation of treaty revision, and Mr. Taylor has also produced his opinions in writing regarding tariff revision.

GIRAULT'S SWEETS / SWEETS / GIRAULT'S TOYS / TOYS / Conical
uses of all sorts, PROTECTED RUB-
BER BALLS, all sizes.

GIRAULT'S TOYS / TOYS / Conical
uses of all sorts, PROTECTED RUB-
BER BALLS, all sizes.

GIRAULT'S TOYS / TOYS / Conical
uses of all sorts, PROTECTED RUB-
BER BALLS, all sizes.

GIRAULT'S TOYS / TOYS / Conical
uses of all sorts, PROTECTED RUB-
BER BALLS, all sizes.

BANDITS TAKE POSSESSION OF A VILLAGE.

A despatch from Hangchow, the capital of Chekiang, says: On the 10th instant, more than 2,000 vagabonds came to a village, situated at a distance of about twenty li from the district city of Fuyangshien in the prefecture of Hangchow, and put up at a large temple in the village for the night. These vagabonds gave out that they were natives of Taichow and Wenchow and had been compelled by famine to leave their homes in search of food. They begged for bread, fuel and money from the people in the village and, when they found that the villagers were not as liberal in their charitable aid as they expected them to be, they fell upon them and plundered their houses. The poor villagers found themselves powerless to resist the vagabonds, because they had a good supply of fire-arms which they carried about their persons in their travels. These worthies even went so far as to clear the village of all its inhabitants and occupy it by force. When the matter was brought to the notice of Chen Yipei, the District Magistrate of the place, he at once repaired to the scene of disturbance with the small body of "braves" at his command, in order to restore peace, but, to his great dismay, he found the rioters too fierce to cope with. He therefore reported the matter to Governor Jen Taoyung, and requested that Imperial troops be promptly despatched to the place to punish the bandits and restore the village to its proper owners—Shanghai Mercury.

THE TENDENCIES OF THE TIMES.

BRILLIANT LECTURE BY H. E. WU TING FANG.

(Continued.)

The continuation of the address of His Excellency Wu Ting Fang, Chinese Minister to the United States, recently delivered in Ann Arbor, Mich., United States is as follows:—

EXCLUSION OF CHINESE.

In this connection, I cannot help touching upon a subject which concerns the welfare of my countrymen. You know, of course, that I refer to the exclusion of Chinese from this country. Their exclusion is brought about, you are probably aware, by special, and not by general laws. It is a discrimination against the people of a particular country. It is not necessary for me here to go over all the arguments that have been urged against the immigration of Chinese into this country. Suffice it to say that they are all more or less unfounded and unsound and can be easily traced to misunderstanding and to an ignorance of facts. It has often been contended, for example, that if the bars of exclusion were to be let down, this country would be flooded with millions upon millions of China's surplus population. If such fears were based more upon a solid foundation than upon a fertile imagination, it would indeed constitute a menace to the political existence of the American Republic; then it would be natural and proper that strict measures should be adopted to prevent such a catastrophe, and no reasonable person could raise any objection. But let us examine the real facts of the case. The population of the whole Empire of China is commonly supposed to be in round numbers 400,000,000, but conservative estimates by foreigners who have been residing in China make it considerably smaller, no more than 300,000,000. It should be remembered that China is a country which occupies an immense territory and is fully able to support this immense population. The Chinese long ago acquired the habits of an agricultural nation. Mencius, the most revered of the Chinese sages next to Confucius, went so far as to say that burial of the dead and change of abode should not go beyond the limits of the native village or city. Thus all Chinese from their childhood have the notion of firm attachment to their native home thoroughly instilled into them. They also have a horror of travelling abroad and their education, habits and environments, all tend to make them remain in the places of their birth without change. The inducements must be very great indeed, to tempt them away from their ancestral homes. The truth is that all the Chinese that are in the United States come from only one single province of China, namely, from a few districts of that province. Who has ever met a Chinese in this country, outside of the consular and diplomatic service, who hails from any other province than the Province of Kwangtung? This province has a population of 25,000,000 according to the most trustworthy estimate. But of this population only about 5,000,000 live in these districts which solely supply Chinese immigrants to this country.

Suppose every obstacle to the free admission of Chinese to the United States should be removed, does any man in his sober senses really believe that the entire population of 5,000,000 of those districts would immigrate to this country?

Let me briefly state what first led the Chinese to come to the United States.

Some years after the discovery of gold in California, the report reached China. A few adventurous spirits of those days in Canton, the capital of Kwangtung province, buoyed up by the hope of finding gold and making their fortunes, braved the hardships and privations of a long ocean voyage and landed upon American soil. These early Chinese gold-seekers returned to their native land after years of unremitting toil, with the fruits of their labour and regaled their kindred with tales of fabulous wealth and glowing accounts of fortunes quickly dissipated and quickly won. Now to this day, California and particularly San Francisco, is known among the Chinese as "Gold Hills." It was the glitter of gold that first attracted the Chinese of Kwangtung to American shores. Soon after the gold fever had subsided, a tremendous demand for labour was created by the construction of the trans-

continental railroad lines and American agents were sent to China to procure Chinese labourers, who are known to be patient, obedient and sober workmen. It will be seen that the discovery of gold in California brought Chinese to America, and the presence of Chinese labourers in this country alone made the construction of the transcontinental lines possible. In order to produce an influx of Chinese there must be some demand in this country similar to that created by the discovery of gold and the construction of railroads. There is none of this character nowadays. Under such circumstances the influx of Chinese cannot be very great. The Chinese are a people that have an eye to business. If they hear that they cannot find in this country better opportunity for making money they will remain in their own country.

So far as living is concerned, the labouring class of China with the wages current there have not much difficulty in satisfying their daily needs. Chinese labour can hardly be said to compete with American labour. Competition can only take place between individuals of the same class. It is correct to say that doctors compete with lawyers? Chinese labourers are not in the same class with American labourers. For the work that American labourers do, requires greater intelligence and skill than that done by Chinese labourers. The Chinese labourer is more or less a machine. He competes with machines, while the American labourer is the guiding hand that directs the various motions necessary to produce a given result. I do not say there are no Chinese labourers that can compete with American labourers, but such can find plenty of work in China, and it is not necessary for them to come to this country to earn a livelihood.

The Chinese labourer has a place in the development of this country. Without him, thousands of acres of waste land in the west would never have been reclaimed, and thousands of miles of railroads would never have been built. If he had never set foot upon American soil the development of the west would have been set back at least ten years. It may be asked whether these public works could not have been done by American labour. Perhaps in that case for lack of sufficient labour the cost of construction would have been so enormously increased as to render such undertakings out of the question. From an economical point of view, the Chinese are regular pioneers in preparing the way for the advent and establishment of a community of more advanced development. Now that the transcontinental lines have been completed how many Americans have derived their daily bread from the working of these lines! It is Chinese labour in the first place that rendered the employment of white labour possible.

(To be Continued.)

PASSENGERS BOOKED FOR THE FAR EAST.

Per Hamburg-American steamer *Hamburg*, from Hamburg, Dec. 11.—To Nagasaki: Mr. Albert Stoellger. To Tsintau: Mrs. Derlien. To Hongkong: Miss Anna Johansson. To Singapore: Mr. Carl Niemeyer. From Antwerp.—To Singapore: Mr. and Mrs. Bekking. To Yokohama: Mr. and Mrs. I. Takamine and family, Miss Stritch. To Kobe: Mr. and Mrs. E. H. Tottenham. To Shanghai: Mr. and Mrs. H. G. Riches, Miss Riches, Misses Byrne, Miss Warr, Mr. G. T. Wilson, Miss Anderson, Mrs. Beinhoff, Mrs. Ramsay, Mrs. Harly, Mr. and Mrs. Thompson, Mr. and Mrs. Stanley Smith and family, Mr. and Mrs. E. J. Comfoot, Mr. Chesney Duncan and child, Mr. and Mrs. H. Poate, Miss Poate. To Hongkong: Mr. and Mrs. Michael, Mrs. Frank Morgan and child, Mr. Finlay Urquhart, Mrs. Wise and child, Miss Worthley, Miss Osborne, Miss May, Miss Wilson, Mr. E. W. Wolff. To Singapore: Mr. C. V. Brooke, Mr. Frizell and family, Mrs. Miller and children, H.H. the Rajah Muda of Sarawak, Mr. and Mrs. Pasquel. To Penang: Mr. and Mrs. E. C. J. Trenchell and child. From Genoa.—To Yokohama: Mrs. Agnes Overbeck. To Tsintau: Mr. Karl Stoffregen. To Shanghai: Mr. I. Lu Shing, Mr. Wen, Mr. Chai, Mr. Ku Chunshan, Mr. Zan Foh-kung, Mr. Z. S. Kleeman, His Excellency Lu, Mr. and Mrs. Lu and child, Mr. Lu, Lieut. Z. S. Hollmann, Mrs. Hardy, Mr. Hu, Mr. H. E. Shu. To Hongkong: Mrs. Van Aalst, Mr. and Mrs. A. Giltow, Miss Osborne, Miss Worthley. To Samarang: Mr. J. H. Tromp, de Haas, Mr. Intvelt. To Batavia: Mr. R. van der Haag. To Singapore: Mr. A. Dittmar, Mr. Eschke, Mr. and Mrs. W. J. Gallois and 6 children, Mr. G. H. W. Kubaseck, Mr. and Mrs. Pasquel. From Naples.—To Nagasaki: Mr. and Mrs. J. Chelva, Mr. Graf Tarabini. To Shanghai: Mr. W. B. Townley, Mrs. Susan B. Townley.

Per Messageries Maritimes steamer *Austria*, from Marseilles, Dec. 22.—To Saigon: Mr. and Mrs. Blanc.

Per Nippon Yusen Kaisha steamer *Sanuki Maru*, from London Dec. 20.—To Yokohama: Mr. J. Alsop, Mr. K. Enami. To Kobe: Mr. and Mrs. G. J. Melhuish, Mr. W. Komai, Mr. M. Miwa. To Shanghai: Mr. and Mrs. H. Ralston and family, Rev. and Mrs. J. Murray and family, Mrs. and Master P. Dewing. To Hongkong: Lieut. Colonel R. Johnson, R.A., Mr. and Mrs. J. Kennedy, Mr. R. Wilson and family, Mr. and Mrs. T. Conolly and family, Mr. and Mrs. J. Lyon. To Singapore: Miss F. Saxelby, Mr. A. Stevenson, Mr. S. Veomans, Mr. S. Dodge, Mr. H. Ferrers, Mr. and Mrs. A. Heath and family, Mr. and Mrs. C. O'Brien and son, Mrs. McDonald, Master C. McDonald, Mr. and Mrs. C. Wright, Mr. Macfie, Miss Foster.

G. GIRAULT'S CRYSTALLIZED FRUITS, ROSE, MAROONS GLACES most Splendid Assortment. (1902)

G. GIRAULT'S NOVELTIES, BEAUTIFUL DOLLS, PLEASANT PARLOUR GAMES, CROQUET, &c.

Hotels.
THE CONNAUGHT HOUSE,
QUEEN'S ROAD.
The most comfortable family Hotel in Hongkong.
EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

TERMS MODERATE.
Hongkong, 7th December, 1901. [1396]

GO TO THE KOWLOON HOTEL,
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.

THE BAY VIEW HOTEL.
Very best brands of Wines, Beers and Spirits only kept. Private diners, a specialty.
Under entirely new management.
J. LACOCK.

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA),
MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers.
The strictest supervision as to food and cleanliness is exercised by a European Manager.
Telegraphic Address: "BOA VISTA."

METROPOLE HOTEL.
Convenient distance from town, delightful situation.
BOARD AND RESIDENCE.

Intimations.

SPECIAL HOME RETURN TICKETS.

NOTICE.
FROM the 1st January, 1902, we will issue SPECIAL HOME RETURN TICKETS available for Two years (from date of departure to date of arrival on return) for one and one half fare.
E. A. HEWETT, Superintendent.
P. & O. S. N. Co.
P. DE CHAMPMORIN, Acting Agent.
Messageries Maritimes Cie.
MELCHERS & CO., Agents.
Norddeutscher Lloyd.
Hongkong, 23rd December, 1901. [1407c]

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FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H. E. POLLOCK, ESQ., K.C.

TRUSTEES:
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The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up-to-date. Intending Subscribers are requested to apply to

CAPTAIN SPENCER,
Hon. Secretary and Treasurer,
"Ordance Office."
Hongkong, 28th December, 1901. [1413c]

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER WATCH & CHRONOGRAPHS.
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MAXIM, BERNA, &c.

REPAIRS OF WATCHES AND CLOCKS
by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901. [1526c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
BARTHA'S KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS" guaranteed given to every purchaser.
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F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.
Hongkong, 14th May, 1896. [151c]

HONG SING,
8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting.
Hongkong, 30th August, 1901. [960c]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central,
Hongkong, 3rd January, 1902. [151c]

Mails.
NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 25th Jan., at Daylight.
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 28th Jan., at Noon.
YAWATA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 30th Jan., at 4 P.M.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 31st Jan., at Daylight.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 31st Jan., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 15th January, 1902 [5]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADAM, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 27th instant, 1902, at 1 P.M., the Company's Steamship "CALEDONNIEN," Captain Blanc with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOBOMAY. This Steamer connects at COLOMBO with the s.s. *Tonkin*, which vessel takes on her Passengers and Mails leaving that Port on the 5th February, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 26th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.
Hongkong, 15th January, 1902. [1004c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA. IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
<i>Glenogle</i>	3,750	W. Frakes	Feb. 7
<i>Duke of Fife</i>	3,821	J. S. Cox	Feb. 22
<i>Tacoma</i>	2,811	A. Dixon	Mar. 8
<i>Victoria</i>	3,502	J. Pantou	Mar. 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN COASTS of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to New York in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYRA and ST. MICHAEL. Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.
For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED, General Agents.
Hongkong, 3rd January, 1902. [151c]

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

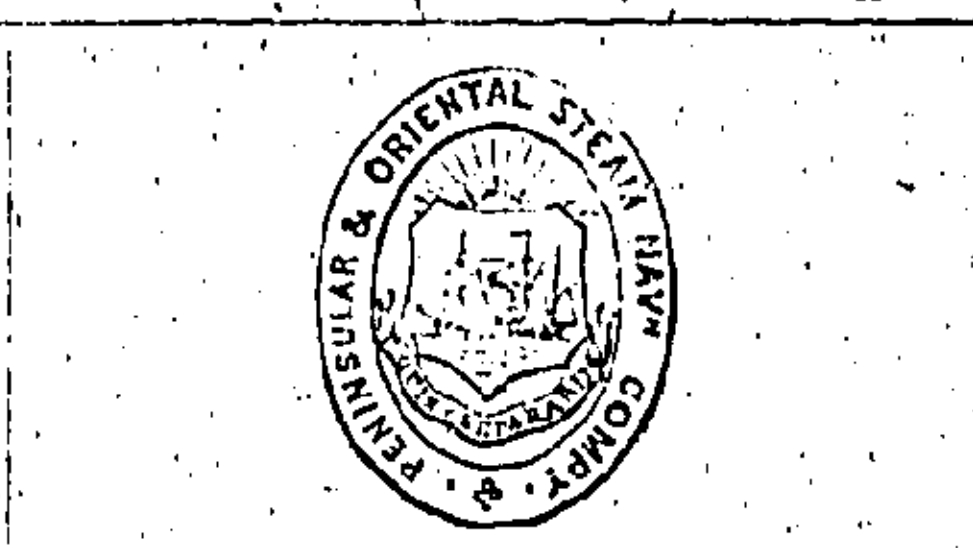
PROPOSED SAILINGS FROM HONGKONG.

"HILLGLEN"

"LOWTHER CASTLE"

For Freight and further Information, apply to

DODWELL & Co., LIMITED, Agents.
Hongkong, 14th January, 1902. [141c]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR SYDNEY, AUSTRIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship "COROMANDEL," Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 1st February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 18th January, 1902. [4]

To be Let.

TO RENT.
A LARGE WELL FURNISHED ROOM and bath, with board. Suitable for married couple or one or two gentlemen. Terms reasonable and accommodations first class.
"EDWARDS."
Hongkong, 21st January, 1902. [94d]

TO LET.
No. 147, WANCHAI ROAD. Rooms Nos. 4, 5A, 7 and 8, suitable for apartments or boarding houses.
Apply to SANG KEE, 72, Wing Lok Street.
Hongkong, 13th January, 1902. [60d]

TO LET.
HOUSES in CLIFTON GARDENS, CONDUIT ROAD.
GOODLY as BLUE BUILDINGS.
HOUSES at CAUSEWAY BAY, facing the Polo Ground.
A HOUSE in RIFON TERRACE.
"THE RETREAT," MOUNT KELLET.
No. 6, MACDONNELL ROAD.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 11th January, 1902. [209c]

TO LET.
"CRAIGMIN WEST," MAGAZINE GAP.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 6th January, 1902. [26d]

TO LET.
GODOWN—No. 5A, DUDDELL STREET.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [822c]

TO LET.
No. 1, STEWART TERRACE.—THE PEAK.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [790c]

NOTICE.
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour:—

CELESTE BURRILL, British ship, Jelfy, Order: HELEN H. WYMAN, American ship, Vanhook. —Arnold, Karberg & Co.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHEFOO	"HANGCHOW"	23rd instant.
MANILA	"CHANGSHA"	20th February.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	20th February.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.
OUTWARDS.

FROM	STEAMERS.	DATE
GLASGOW and LIVERPOOL.	"AJAX"	24th January, 1902.
"	"PYREUS"	31st " "
"	"ULYSSES"	10th February, "
"	"TYDEUS"	15th " "
"	"ANTENOR"	20th " "

HOMEWARDS.
FOR LONDON.

"STENTOR"	4th Feb., 1902.
"IDOMENEUS"	18th "
"AJAX"	4th March, "
"ULYSES"	15th "
"ANTENOR"	20th "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).
"TANTALUS" 15th Feb., 1902.
"TYDEUS" 15th Mar., "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship "KNIGHT COMPANION," will be despatched for PORTLAND (OR.) on or about the 13th February.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
Hongkong, 21st January, 1902. [1266c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 26th January.
FOR FOCHOH	"ANPING MARU"	K. Suzuki	WEDNESDAY, 29th January.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 2nd February.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 5th February.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection, by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to
THE MITSUI BUSSAN KAISHA,
Agents. [1379c]

Hongkong, 22nd January, 1902.

TOYO KISEN KAISHA.
(ORIENTAL S.S. Co.)REGULAR SERVICE BETWEEN HONGKONG AND MANILA
IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"
3,876 Tons.

Captain Tate, having been placed on the above service, will be despatched hence for MANILA, on or about MONDAY, the 27th instant.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

No. 6, Ice House Street Corner of Des Vaux Road, 1st floor.
Hongkong, 15th January, 1902. [1380c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain P. Helms, will be despatched as above on THURSDAY, the 30th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA,"
Captain Leva, will leave for the above places, TO-MORROW, the 23rd instant, P.M.

The steamer has capital accommodation for passengers. Electric light. A doctor is carried.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 15th January, 1902. [133d]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI,"
Captain Hill, will be despatched as above on or about the 3rd February.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Shipping.

STEAMERS.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG,"
of the HAMBURG-AMERICA LINE.

Captain E. Beemster, due here with the outward German Mail about the 23rd instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 20th January, 1902. [16]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW

THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the above Port, on FRIDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.

Hongkong, 21st January, 1902. [193d]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"
Captain S. H. Nelson, will be despatched for the above Ports, on FRIDAY, the 24th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 20th January, 1902. [89d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched as above on FRIDAY, the 24th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 18th January, 1902. [84d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"PERLA,"
Captain Geo. J. Blackland, will be despatched for the above Port, on SATURDAY, the 25th instant, at Noon.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 21st January, 1902. [193d]

FOR SINGAPORE AND CALCUTTA.

THE Steamship

"SILESIA,"
Captain Bahle, will be despatched for the above Ports, on or about SATURDAY, the 25th instant.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 18th January, 1902. [85d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE).

(Taking Cargo at through Rates to the LEVANT, PERSIAN GULF, &c.)

THE Company's Steamship

"CARINTHIA,"
Captain Marochino, will be despatched as above on MONDAY, the 27th instant, P.M.

The steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For Information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 16th January, 1902. [17d]

FOR SINGAPORE AND PENANG VIA AMOY.

THE Steamship

"CHEANG CHEW,"
Captain H. D. C. Frampton, will be despatched for the above Ports, on MONDAY, the 27th instant.

For Freight or Passage, apply to
HENG SENG CHIANG,
Agents.

Hongkong, 18th January, 1902. [86d]

FOR SINGAPORE AND PENANG VIA AMOY.

THE Steamship

"CHEANG HOCK KIAN,"
Captain M. Giesche, will be despatched for the above Ports, on TUESDAY, the 28th instant.

For Freight or Passage, apply to
HENG SENG CHIANG,
Agents.

Hongkong, 18th January, 1902. [87d]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU,"
(3,873 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on THURSDAY, the 30th instant, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess are carried.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 20th January, 1902. [193d]

Consignees.

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex s.s. *Orléans*, from Bordeaux, ex s.s. *Ville de Bordeaux* and *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9 A.M., TO-DAY, the 16th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSDAY, the 23rd instant, at NOON, will be subject to rent and landing charges. All claims must be sent in to me on or before the 23rd instant, or they will not be recognised. All damaged Packages must be examined on THURSDAY, the 23rd instant, at 3 P.M. No Fire Insurance has been effected.

P. DE CHAMPAGNE, Acting Agent.

Hongkong, 16th January, 1902. [100d]

"INDRA" LINE OF STEAMERS.

S.S. "INDRASAMUHA."

CONSIGNEES of Cargo ex s.s. *Indrasamuha* from NEW YORK are hereby notified that their Cargo transhipped at SINGAPORE into the s.s. *C. Ferdinand Lucius*, has now arrived, and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon. Consignees are requested to immediately send in to the undersigned Original Bills of Lading, in exchange for which they will receive Local Bills of Lading on which delivery can be obtained.

JARDINE, MATHESON & Co., Agents.

Hongkong, 17th January, 1902. [78d]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"PERU,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 17th January, 1902. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London; &c., ex S.S. *China* and *Himalaya*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 26th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 20th January, 1902. [14]

NOTICE TO CONSIGNEES.

"BANCA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 20th January, 1902. [14]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"CHINA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—
From Venice, ex S.S. *Melagrich* transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 21st January, 1902. [13d]

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at consignees' risk and expense.

Cargo remaining on board after the 2nd instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 20th January, 1902. [89d]

Intimations.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place on the 24th instant from Kowloon City Pier in a South-Easterly direction.

All Ships, Junks, and other Vessels are cautioned to keep clear of the Ranges.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 16th January, 1902. [73d]

EDUCATION:

WEI-HAI-WEI SCHOOL.

AN ENGLISH SECONDARY SCHOOL where a thorough all-round education is provided on modern lines.

Pupils prepared for the Public Schools, the Royal Navy, and for commercial life.

Bracing climate. Healthy situation, facing South.

Next term begins February 1st.

PRINCIPALS:—
HERBERT L. BEER, London University, L.C.P.,
Secretary, Assistant Master of Truro College, Cornwall.

CHARLES E. BEER, London University, L.C.P.,
Chair of Queen Elizabeth's Grammar School, Blackburn, Lancs.

4th January, 1902.

ST. JOSEPH'S COLLEGE,

HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 2

Post Office.

A Mail will close—
For Yokohama and Kobe—Per China, to-morrow, the 23rd instant, at 4 P.M.
For Canton—Per Fokien, to-morrow, the 23rd instant, at 4 P.M.
For Manila—Per Manila, to-morrow, the 23rd instant, at 4 P.M.
For Shanghai and Chefoo—Per Hangchow, to-morrow, the 23rd instant, at 4 P.M.
For Macao—Per Hongkong, to-morrow, the 23rd instant, at 4 P.M.
For Swatow—Per Swatow, to-morrow, the 23rd instant, at 4 P.M.
For Canton—Per Hankow, to-morrow, the 23rd instant, at 4 P.M.
For Singapore, Penang and Calcutta—Per Catherine Aeger, on Friday, the 24th inst., at 4 P.M.
For Manila—Per Loongiang, on Friday, the 24th inst., at 4 P.M.
For Singapore and Calcutta—Per Silesia, on Friday, the 24th inst., at 4 P.M.
For Singapore, Penang and Colombo—Per Sado Maru, on Friday, the 24th inst., at 5 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Peru, on Saturday, the 25th inst., at 11 A.M.
For Singapore and Bombay—Per Malacca, on Saturday, the 25th inst., at 11 A.M.
For Europe, &c., India, via Tutuicoria—Per Prins Heinrich, on Saturday, the 25th inst., at 5 P.M.
For Swatow, Amoy and Tamsui—Per Daiqi Maru, on Saturday, the 25th inst., at 5 P.M.
For Manila—Per Rostia Maru, on Monday, the 27th inst., at 10 A.M.
For Europe, &c., India, via Tutuicoria—Per Caladonia, on Monday, the 27th inst., at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Taitaro, on Wednesday, the 29th inst., at 11 A.M.
For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per Yawata Maru, on Thursday, the 30th inst., at 3 P.M.
For Europe, &c., India, via Tutuicoria—Per Coromandel, on Saturday, the 1st February, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per Empress of India, on Wednesday, the 27th Feb., at 11 A.M.
For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per Changsha, on Thursday, the 28th February, at 4 P.M.

EXCHANGE.

Hongkong, 22nd January.
ON LONDON, Telegraphic Transfer.....1/10
Bank Bills, on demand.....1/10 1/16
Credits, 4 months' sight.....1/10 7/16
Debits, 4 months' sight.....1/10 9/16
ON BERLIN, (demand).....M.1.87 1/2
ON PARIS, Bank Bills, on demand.....2 1/2
Credits, 4 months' sight.....2 3/4
ON NEW YORK, Bank Bills, on demand.....44 1/2
Credits, 3 days' sight.....45 1/2
ON BOMBAY, Telegraphic Transfer.....136 1/2
On demand.....137 1/2
ON SHANGHAI, Telegraphic Transfer.....77 1/2
Private 30 days' sight.....nom.
ON YOKOHAMA, T.T.10 1/2 prem.
Sovereigns, Bank's Buying Rate.....\$10.80
Gold Leaf 100 touch, per tael.....\$5.80
Bar Silver.....25 1/2
Dollars.....nom.

VESSELS IN PORT.

Steamers.
APRIDI, British steamer, 2,354, S. Goding, 16th Jan., Shanghai 12th Jan., General.—Dodwell & Co., Ld.
BARKER, German steamer, 1,379, C. A. Beckmann, 19th Jan., Canton 18th Jan., General.—East Asiatic Trading Co., Ld.
BAIKAL, Russian steamer, 717, Kashkin, 13th Jan., Manila 9th Jan., Ballast.—Order.
BYGON, Norwegian steamer, 771, Th. Carlsen, 12th Jan., Mauritius 10th Dec., and Singapore 3rd Jan., Sugar.—Sander, Wieler & Co.
CAM, British steamer, 1,910, B. R. Clayton, 13th Jan., Cardiff 23rd Nov., Petrol-fuel.—Admiralty.
CARL DIEDERICHSEN, German steamer, 774, H. Bendixen, 12th Jan., Haiphong 13th Jan., and Hongkong 11th, General.—Jensen & Co.
CATHARINE APCAR, British steamer, 1,730, S. H. Belton, 18th Jan., Calcutta 31st Dec., Penang and Singapore 12th Jan., General.—David Sassoon, Sons & Co.
CHINA, Austrian steamer, 3,855, F. Mosca, 20th Jan., Trieste 9th Jan., and Singapore 14th, General.—Sander, Wieler & Co.
CHOWTA, German steamer, 1,050, H. Kohler, 18th Jan., Bangkok 9th Jan., and Swatow 17th, Rice and Wood.—Butterfield & Swire.
DEWAKONG, German steamer, 1,057, H. Haysen, 8th Jan., Bangkok 28th Dec., Rice.—Butterfield & Swire.
EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 21st Jan., Vancouver 30th Dec., and Shanghai 18th Jan., Mails and General.—C. P. R. Co.
ERISM, German steamer, 1,171, Zingel, 20th Jan., Singapore 12th Jan., General.—Jensen & Co.
FAUSANG, British steamer, 1,410, T. A. Mitchell, 18th Jan., Moji 13th Jan., Coal.—Jardine, Matheson & Co.
FORMOSA, British steamer, 674, A. E. Hodgins, 12th Jan., Fochow 8th Jan., Amoy 9th, and Swatow 10th, General.—Douglas, LaPrall & Co.
GLENGOOL, British steamer, 3,750, W. Frakes, 9th Jan., Shanghai 6th Jan., General.—Dodwell & Co., Ld.
HAITAN, British steamer, 1,128, J. S. Roach, 21st Jan., Swatow 20th Jan., General.—Douglas, LaPrall & Co.
HALLTIS, Dutch steamer, 1,055, Van Rijn, 20th Jan., Palembang 7th Jan., Petrol-fuel.—E. A. Trading Co.
HANGCHOW, British steamer, 999, J. Pearce, 17th Jan., Canton 17th Jan., General.—Butterfield & Swire.
HEIM, Norwegian steamer, 758, A. Ericksen, 12th Jan., Moji 5th Jan., Coal.—Sander, Wieler & Co.
HIBANG, British steamer, 1,537, P. M. B. Lake, 17th Jan., Hongkong 15th Jan., Coal.—Jardine, Matheson & Co.
LOONGSANG, British steamer, 1,092, G. S. Weigall, 15th Jan., Manila 15th Jan., Hemp and General.—Jardine, Matheson & Co.
MAIDYU MARU, Japanese steamer, 667, Y. Salton, 18th Jan., Amoying via Amoy and Swatow 15th Jan., Coal.—Mitani Bussan Kaisha.
MARIE JESSEN, German steamer, 1,771, P. Hemmelt, 19th Dec., Bangkok 1st Dec., Rice.—Kong Fat.
MEXICAN PRINCE, British steamer, 1,954, W. Pearce, 20th Jan., Pulo Sambo 9th Jan., Bulk Oil.—Meyer & Co.

MONGKUT, German steamer, 559, Gensche, 20th Jan., Bangkok 12th Jan., Rice and General.—Butterfield & Swire.
MONIA, German bark, 192, E. Rowell, 18th Jan., Cardiff 23rd May, Coal.—E. A. Trading Co.
PERLU, British steamer, 4,800, W. Asquith, 21st Jan., Fochow 19th Jan., General.—Butterfield & Swire.
PERLA, British steamer, 1,276, G. Blaxland, 20th Jan., Manila 17th Jan., Hemp.—Shewan, Tomes & Co.
PERU, American steamer, 3,528, A. F. Piliabury, 17th Jan., San Francisco 19th Dec., and Shanghai 14th Jan., Mails and General.—P. M. S. Co.
PETCHABURI, German steamer, 1,600, Hohmann, 17th Jan., from Saigon, Ballast.—Melchers & Co.
PETERACH, German steamer, 1,512, H. Uecker, 20th Dec., Labuan 12th Dec., Sugar.—Sander, Wieler & Co.
PHRA CHOM KLAO, German steamer, 1,011, G. Schultze, 14th Jan., Bangkok 6th Jan., Rice and Wood.—Butterfield & Swire.
PITSANULOK, German steamer, 1,257, J. Gocken, 19th Jan., Bangkok 12th Jan., General.—Butterfield & Swire.
ROBERT DICKINSON, British steamer, 1,901, S. McDonald, 18th Jan., Balik Papan 9th Jan., Kerosine.—Arnold, Karberg & Co.
ROCKLIGHT, British steamer, 1,233, Welch, 14th Jan., Pulo Papan 20th Dec., and Manila 8th Jan., Kerosine.—Arnold, Karberg & Co.
RUBI, British steamer, 1,611, R. W. Almond, 19th Jan., Glasgow via Penang, Singapore, Hoilo and Manila 16th Jan., Ballast.—Shewan, Tomes & Co.
SABINE RICKMERS, British steamer, 590, J. R. Nasbet, R.N.R., 21st Jan., Amoy 20th Jan., Ballast.—Arnold, Karberg & Co.
SALANGANA, British steamer, 883, J. H. Adler, 16th Dec., Moji 9th Dec., Coal.—Bradley & Co.
SATURN, American transport, 1,617, Frank E. Fosco, 14th Nov., Shanghai 11th Nov.
SILESTIA, German steamer, 4,200, J. Bahle, 20th Jan., Kobe and Moji 15th January, General.—Carlowitz & Co.
TAI LEE, German steamer, 628, T. Calender, 16th Jan., Cape St. James 11th Jan., Ballast.—Meyer & Co.
TAKSANO, British steamer, 977, W. P. Baker, 18th Jan., Bangkok 6th Jan., and Ang Hoi, Rice and General.—Jardine, Matheson & Co.
TARTAR, British steamer, 4,226, E. Beetham, 18th Jan., Vancouver, B.C. 16th Dec., and Shanghai 15th Jan., General.—C. P. R. Co.
TETARTOS, German steamer, 1,578, W. Diuse, 16th Jan., Samarang 6th Jan., Sugar.—Siemssen & Co.
THALES, British steamer, 820, A. J. Robson, 16th Jan., Taiwanfo 13th Jan., Amoy 14th, and Swatow 15th, General.—Douglas, LaPrall & Co.
WURU, British steamer, 1,250, W. Robb, 17th Jan., Canton 17th Jan., General.—Butterfield & Swire.
YEDO MARU, Japanese steamer, 1,069, T. Samura, 19th Jan., Chefoo 14th Jan., General.—Lun On & Co.

Shipping Vessels.

DIRIGO, American ship, 2,845, Geo. W. Goodwin, 6th Dec., New York 30th June, Kerosine Oil.—Master.
FRED P. LITCHFIELD, American bark, 1,080, Allen Fulton, 12th Dec., Fremantle, W.A. 15th Sept., Sandalwood.—Order.
HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General.—Master.
INVERMAY, British ship, Lamont, 18th Jan., Cardiff 13th Aug., Patent Fuel.—Admiralty.
MOBILE BAY, British bark, 1,177, James A. Boyd, 12th Dec., Hongkong 17th Nov., Coal.—Jardine, Matheson & Co.
NICOLA, Norwegian bark, 649, Cardan, 3rd Jan., Fremantle, Wash. and Australia 21st Oct., Sandalwood.—Order.
VALE OF DOON, British bark, 669, J. Petersen, 16th Dec., Rejang 18th Nov., Timber.—Sander, Wieler & Co.
WEST YORK, British bark, 706, W. S. Foster, 20th Dec., Callao 10th Oct., Ballast.—E. A. Trading Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 22nd, 1902.
Alacrity, despatch vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Easkins, Hongkong.
Albion, 1st-class battleship, 12,000 tons, 13,500 h.p., 16 guns, Capt. W. H. Hewitt, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,700 h.p., Comdr. W. Carey, Newchwang.
Amphitrite, 1st-class cruiser, 12,950 tons, Capt. Wm. Stokes Rees, C.B., Hongkong.
Arcturion, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Sturtin, Shanghai.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Weihaiwei.
Atrina, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Aurora, 1st-class cruiser, 5,000 tons, 8,500 h.p., 13 guns, Capt. E. H. Bayly, C.B., Miro Bay.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 22,411 h.p., Capt. F. H. Henderson, C.M.G., Hongkong.
Brandy, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.
Britia, 3rd-class cruiser, 1,700 tons, 6 guns, 2,550 h.p., Commander E. H. Martin, Hongkong.
Brionmont, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Hongkong.
Cressy, 1st-class cruiser, 2,000 tons, Capt. Tudor, on route Singapore.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Singapore.
Eclair, 1st-class cruiser, 5,600 tons, 11 guns, 8,500 h.p., Capt. R. H. S. Stokes, Hongkong.
Endymion, 1st-class cruiser, 9,160 tons, 12,000 h.p., 12 guns, Capt. A. W. Fagel, C.M.G., Hongkong.
Eik, coast defence gunboat, 463 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. Forbes, China-kiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., Lieut. and Comdr. C. Mackenzie, D.N.O.
Firebrand, 3rd-class gunboat, 451 tons, 4 guns, 350 h.p., Lt. and Comdr. Beaty Powell, Canton.
Glory, 1st-class flag-ship, 12,500 tons, 16 guns, 13,500 h.p., Capt. A. Carter, on route Singapore.
Goldfish, 1st-class battleship, 12,910 tons, 16 guns, 13,500 h.p., Capt. L. Wint, Hongkong.
Hart, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.
Havoc, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., Lieut. and Comdr. G. C. Hardy.
Humber, store-ship, 1,600 tons, 800 h.p., Comdr. E. J. Durston, Hongkong.
Jas. torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.

Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. R. W. White, Amoy.
Orlando, 1st-class cruiser, 5,000 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Hongkong.
Other, torpedo-boat destroyer, 350 tons, 6 guns, 5,300 h.p., Lieut. and Comdr. C. F. Mannel, Hongkong.
Phaeta, sloop, 1,050 tons, 6 guns, 1,700 h.p., Comdr. W. H. Nicholson, Hankow.
Pigmy, 1st-class gunboat, 750 tons, 6 guns, 1,200 h.p., Lt. and Comdr. A. H. Oldham, Hongkong.
Pique, twin screw, and-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Hongkong.
Plover, 1st-class gunboat, 435 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. W. Jones, on route Singapore.
Rambler, surveying-ship, 183 tons, 650 h.p., Capt. Morris E. Smyth, Hongkong.
Redpoll, 1st-class gunboat, 801 tons, 6 guns, 1,100 h.p., Lieut.-Comdr. C. F. Corbett, on route Singapore.
Robin, river-gunboat, 81 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. G. Webster, West River.
Roriot, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Wei-hai-wei.
Sandpiper, British river-gunboat, 81 tons, 2 guns, 240 h.p., Lt.-Comdr. M. Lockhart, West River.
Snipe, river-gunboat, 81 tons, 2 guns, 240 h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 1,200 h.p., in reserve Hongkong.
Tahiti, torpedo-boat destroyer, 350 tons, in reserve Hongkong.
Tallot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, Hongkong.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.
Waterwitch, surveying-ship, 620 tons, 450 h.p., Lt.-Comdr. W. O. Lyne, Hongkong.
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,000 h.p., in reserve.
Wolver, coast defence ship, 7,750 tons, 4 guns, 1,000 h.p., in reserve Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiukiang.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
Torpedo-boats in Reserve Nos. 8, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 970 tons, Captain Heinrich, on route Singapore.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 9,500 h.p., Capt. J. P. Kossman, Swatow.
Laopara, Austrian cruiser, 1,500 tons, Captain Muller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Marla Tharsia, Austrian cruiser, 10 guns, 5,000 tons, 9,750 h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,750 h.p., Capt. Janzen, Taku.
Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATIONS.

The Russian Squadron.
Admiral Kornikoff, Russian armoured cruiser, 6,000 tons, 12 guns, 9,500 h.p., Capt. A. Kovalev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 23 guns, 9,000 tons, 5,000 h.p., Capt. Vsevolodsky, at Tsientsin.
Albatross, Russian gunboat, 80 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.
Babur, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dneprovskiy, at Taku.
Dmitrii Donskoy, Russian armoured cruiser, 6,000 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Shapov, on route Singapore.
Gaidamak, Russian gunboat, 200 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikov, at Taku.
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhalchuk, at Shanghai.
Korvett, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Hingant, at Taku.
Mandouf, Russian cruiser, 1,911 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevov, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 16 guns, 9,000 h.p., Capt. Yanich, at Nagasaki.
Narynskiy, Russian cruiser, 1,334 tons, 14 guns, 800 h.p., Capt. Zarin, at Nagasaki.
Osvyazh, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriakov, at Shanghai.
Petropavlovsk, Russian battleship, 12,000 tons, Capt. Gravel, at Nagasaki.
Poltava, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Roslav, Russian armoured cruiser, 12,200 tons, 23 guns, 14,500 h.p., Capt. Domolovskiy, at Nagasaki.
Roslav, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komarov, at Singapore.
Rurik, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Hapt, at Port Arthur.
Sevastopol, Russian battleship, 10,000 tons, 13,500 h.p., 16 guns, Capt. Melnik, at Nagasaki.
Silah, Russian gunboat, 4 guns, 1,300 h.p., Capt. Barontov, at Nagasaki.
Struik, Russian battleship, 8,800 tons, 14 guns, 15,500 h.p., Capt. Farnak, at Manila.
Strochak, Russian gunboat, 910 tons, twin screw, 13 guns, 1,200 h.p., Capt. Spubatin, at Nagasaki.
Stroganov, 1st-class Russian torpedo boat, 60 tons, 3 guns, 2 torp tubes 780 h.p., speed 10.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 18 guns, Prince Ouchtomsky, on route Singapore.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Comd. Motchouk, at Nagasaki.
Vladik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulskiy, at Taku.
Zabiyah, Russian cruiser, 1,320 tons, 20 guns, 2,000 h.p., Capt. Shkurnik, at Nagasaki.

(Not said 2nd class.)

Delphic, Russian torpedo boat, 350 tons, Capt. Novikovsky, at Shanghai.
Forth, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Janitschi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kavkaz, Russian torpedo boat, 350 tons, Capt. Mouraviev, at Shanghai.
Krasnodar, Russian torpedo boat, 350 tons, Capt. Kivarkiy, at Shanghai.
Narynskiy, Russian torpedo boat, 85 tons, 4 guns, 2,000 h.p., 23 knots.
Delphic, Russian torpedo boat, 350 tons, Capt. Novikovsky, at Shanghai.
Forth, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Janitschi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kavkaz, Russian torpedo boat, 350 tons, Capt. Mouraviev, at Shanghai.
Krasnodar, Russian torpedo boat, 350 tons, Capt. Kivarkiy, at Shanghai.
Narynskiy, Russian torpedo boat, 85 tons, 4 guns, 2,000 h.p., 23 knots.

Podermit, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Shik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skat, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sotichka, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Starlet, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strass, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 23 knots.

RUSSIAN TORPEDO FLOTILLA.

(BE GOING).
Borzo, 1st class Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Reval, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Unari, Russian torpedo boat, 140 tons, 4 guns, 1,500 h.p., 23 knots.
Flagship of Vice-Admiral Alexeiev.
Flagship of Rear-Admiral F. V. Dubossioff.
Flagship of Rear-Admiral Reousoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,830 tons, 8 guns, Comdr. von Basewitz, at Saigon.
Furor, Blomarch, German flag-ship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.
Gifhorn, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Geler, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.
Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Pauchen, at Wosung.
Hela, German despatch-vessel, 2,000 tons, 12 guns, Comdr. Dorewsky, at Saigon.
Illit, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Stahmer, at Canton.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Amoy.
Kurfurst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holtendorff, at Wosung.
Luchs, German gunboat, 310 tons, 10 guns, Comdr. Dornand, at Shanghai.
Siegfried, German cruiser, 1,120 tons, 8 guns, Comr. Boerner, at Hankow.
Sueder, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 950 tons, 10 guns, Comdr. von Mittelstadi, at Bangkok.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeister, at Amoy.
Warrth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 60, German torpedo-boat, 320 tons, Capt. Hopfner, at Shanghai.
No. 61, German torpedo-boat, 360 tons, Capt. Püllen, at Shanghai.
No. 62, German torpedo-boat, 320 tons, Capt. Flutrich, at Shanghai.
Flagship of His Excellency Vice-Admiral Bendemann.
Flagship of Rear-Admiral Geissler.
Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belay, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Bédarride, Saigon-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Delfevre, at Shanghai.
Chastellon Laubi, 2nd-class cruiser, 3,735 tons, 9,000 h.p., 18 guns, Capt. Espinay, at Taku.
Comete, gunboat, 600 tons, Capt. Lohel, at Canton.
Decadet, gunboat, 640 tons, Capt. Leamey, at Pakhoi.
D'Entrecasteaux, 1st class, cruiser, 9,000 tons, 26 guns, 14,500 h.p., Capt. D. du Vaur, at Canton.
Dezobry, 2nd class protected cruiser, 4,000 tons, 35 guns 631 h.p., Capt. L. de Saune, at Saigon.
Eure, Dispatch-transport, Captain Vallée, at Saigon.
Fralan, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 14,000 h.p., Capt. Aubin, at Taku.
Kerfenn, 3rd class cruiser, 1,300 tons, 13 guns, 4,200 h.p., Capt. de la Motte du Pontal, at Saigon.
Lion, gunboat, 600 tons, 8 guns, 576 h.p., Capt. Fort, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 35 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.
Sly, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Morret, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Bommersat, at Hongkong.
Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Wosung.
Flagship of Vice-Admiral Courtejoie.

THE AMERICAN SQUADRON.

Albatross, U.S. cruiser, 3,900 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. G. M. Thomas, at Shanghai.
Calliope, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Comdr. G. B. Bradshaw, at Manila.
Cassina, U.S. gunboat, 1,350 tons, 8 guns, 2,199 h.p., Comdr. H. W. Vary, at Shanghai.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Fome, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Covelo, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Merris, at Manila.
Hawaii, U.S. gunboat, 1,357 tons, 8 guns, 1,998 h.p., Comdr. E. R. Moore, at Manila.
Iris, U.S. dispatch-ship, 1,110 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Martilla, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Gheen, at Canton.
Menckel, U.S. dispatch-ship, 1,110 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Monaghan, U.S. gunboat, 1,370 tons, 6 guns, 2,200 h.p., Comdr. G. A. Bipsack, at Taku.
Montevideo, U.S. dispatch-ship, 1,110 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

New York, U.S. cruiser, 4,033 tons, Capt. L. McCullum, at Manila.
Oregon, 1st-class U.S. battleship, 10,380 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Wosung.
Patriot, U.S. gunboat, 890 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Selridge, at Manila.
Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Whetling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
Wilkes, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Perry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 8,800 h.p., Capt. G. E. Ide, at Manila.
Zafiro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,940 tons, Capt. C. Cantelli, Shanghai.
Lombardia, Italian cruiser, 2,900 tons, Capt. Boet John, Shanghai.
Marco Polo, Italian cruiser, 4,833 tons, Capt. P. Botti, Shanghai.
Vesuvio, Italian cruiser, 1,500 tons, 14 guns, 6,830 h.p., Capt. Zeri, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.
Atsuta, 1st class, 15,200 tons, 15,000 h.p., 18 guns, Captain S. Miao, at Japan.
Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.
Chiyama, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.
Coast Defence Ships.
Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.
Iwakushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.
Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.
Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.
Hiei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tani, at Japan.
Hayama, 2nd class, 2,400 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30